



Appendices E-5, 7, 12, & 16

**Detailed Neighborhood Design Plan
for
Cumberland Gardens, Elizabeth Park,
Jones/Buena Vista, and Osage/North Fisk**

Adopted 27 June 2002

- 1. Introduction**
- 2. Location and History**
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Subarea 8: North Nashville

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1. Introduction

1.1 Intent of Plan

The Detailed Neighborhood Plan describes the vision for future development within the neighborhood and establishes the land use policy that supports the vision. The goals of the Detailed Neighborhood Plan are as follows:

- Encourage and maintain a pedestrian friendly environment while minimizing the impact of the automobile.
- Encourage an appropriate mix of uses that are compatible and provide locations for neighborhood commercial services.
- Encourage an appropriate mix of house types that are compatible and provide the opportunity for a mixed-income community.
- Encourage and provide locations for a range of public spaces for passive and active recreational use by the residents of the neighborhood.
- Encourage an interconnected transportation network for pedestrians, vehicles, and transit.
- Encourage new development to be sensitive of and compatible to the scale, mass, materials, and architecture of the historical context of the neighborhood.

1.2 How to Use this Plan

The Detailed Neighborhood Plan is a supplement to the Subarea 8 Plan. This plan will guide future development by distributing the appropriate land uses within the structure of the neighborhood. This plan includes the Structure Plan describing the various elements that make up a neighborhood, a Transportation Network Plan outlining existing and proposed transportation improvements, the Land Use Plan describing the character of each structural element, and details focusing on development scenarios that the policy would support. Developers interested in working in this neighborhood are encouraged to follow this plan in determining the appropriate location of all future development.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk



Fig. 1 Aerial view of Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk neighborhoods circa 2000



Fig. 2 The Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk neighborhoods are shaded in the map at left.

2. Location and History

2.1 Location

Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk are a cluster of neighborhoods located around the intersection of Buchanan Street and D.B. Todd, Jr. Boulevard. Interstates 40 and 65 frame the southern and eastern boundaries, respectively, while Cass Street and Clarksville Highway form the northern boundary. The Cheatham County Railroad forms the western edge of this group of neighborhoods. All four neighborhoods are well connected to each other with the existing street network and housing patterns. Their proximity to other North Nashville neighborhoods and commercial areas further define their urban convenience.

2.2 History

The development pattern of this area of North Nashville provides a good example of urbanization during the first fifty years of the twentieth century. Areas to the east and south were developed first, as areas in Germantown and near Jefferson Street became built out. As was the case in much of North Nashville, the McGavock family owned or subdivided much of the southern and eastern portions of Elizabeth Park and Jones/Buena Vista. The varied street patterns connect the four neighborhoods with each other and the surrounding area, although major roads and streetcar lines bisected neighborhoods and helped establish new street grids.

As Nashville annexed most of the area by 1908, these neighborhoods filled with modest single family homes and small businesses. Typical development patterns included the subdividing of several blocks, which were developed over several years, resulting in varied housing types and styles still evident on many streets.

Significant population growth in North Nashville warranted a public high school by 1939. North High was constructed along Cass Street in the Jones/Buena Vista neighborhood. The area by the 1930s and '40s was also becoming more diverse -- many streets in the southern portion of the area appear to have been historically African-American, and more were becoming so by this time.

The area reached essential build-out by 1950, with the completion of the Cumberland Gardens subdivision. The 1960s, '70s, and '80s saw a steady decline in population and economic vibrancy, which leveled somewhat in the 1990s.

These four neighborhoods represent a crucial time in the development of Nashville and highlight the values important in early American city development. The interconnected street network, corner stores, well-built homes, and plentiful public services indicate the area's significance and importance. This plan builds on these essential elements of urban neighborhoods to highlight their historical purpose and relevance in today's Nashville.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

3. Structure Plan

The Structure Plan identifies and establishes the different components of a complete neighborhood. Refer to the Land Use Plan Element (Figs. E-5.A, E-7.A, E-12.A, E-16.A) for a map depicting the Structure Plan Elements. Unless stated otherwise in this Detailed Neighborhood Design Plan, all multifamily, mixed-use, and non-residential building types in “Neighborhood Center” areas shall be a maximum of two stories. Heights for such buildings in “Corridor Center” areas are defined below.

3.1 Corridor Center

A Corridor Center typically occurs at the edge of a neighborhood on a heavily travelled street. These areas are envisioned as the commercial “Main Streets” for neighborhoods. The character of such arterials is decidedly different from the mostly residential streets within the neighborhoods. Corridor Center areas include a mix of service, convenience, and residential uses and are designed in a pedestrian-friendly manner. However, larger institutions and commercial services that demand automobile visibility also often locate along these busier streets.

The Corridor Center areas for these neighborhoods incorporate all of **Clarksville Highway**, a heavily travelled arterial at the northern edge of Cumberland Gardens. The plan envisions this area as a major mixed-use center for several surrounding neighborhoods with buildings no more than 4 stories in height. Portions of **D.B. Todd Blvd.** from Clarksville Highway to Buchanan Street and **Buchanan Street** from 21st Avenue N to 9th Avenue N, denoted on the Land Use Plan for the appropriate neighborhoods by a thick dashed black line, are intended to be pedestrian-oriented “Main Streets” with buildings of up to three stories built up to the street. All other portions of these streets should be developed with one- or two-story buildings with minimal setbacks.

3.2 Neighborhood Center

The Neighborhood Center is the “heart” of the neighborhood and provides daily needs and services on a small scale. Housing, commercial uses, and open spaces provide a neighborhood-scaled mixture of uses. Vacant lots or underutilized buildings and corners offer the opportunity to create a mix of higher intensity, neighborhood-scaled building types, such as attached homes, apartments, and mixed-use buildings. The Neighborhood Center area also incorporates small Open Space areas designated for public use.

The plan envisions at least one Neighborhood Center in each of these four neighborhoods.

Cumberland Gardens - The former John Early School, now surplus Metro property, should house a community facility that might include a senior center and a pre-school. Metro should retain the property as civic open space to emphasize the importance of this civic building.

Elizabeth Park - Wheless Street and 16th Avenue North, the current location of a corner market, should develop as a small-scale mixed use center. Mixed housing framing a small open space, as well as a mixed-use building are possible on vacant lots on the north side of Wheless Street. Single family attached or detached housing is appropriate along the remainder of Wheless Street.

Cockrill Street and 14th Avenue North, an historically important Neighborhood Center, should utilize the existing nonresidential buildings for commercial activities.

Jones/Buena Vista - Clay Street and 12th Avenue North, an existing collection of neighborhood-oriented businesses, should be enhanced with additional commercial and residential opportunities. A small open space is also possible at the corner of Clay and Cephas Streets.

3. Structure Plan (continued)

Clay Street and 9th Avenue North, with its location along two civic/open space connectors, should develop as a Neighborhood Center as development pressures warrant. Several opportunities for small mixed-use buildings exist at this intersection.

Osage/North Fisk - Osage Street and 23rd Avenue North is appropriate for mixed-use developments at the corners of the intersection. With its location along a civic/open space connector, a small open space could anchor a corner.

3.3 Neighborhood General

The remainder of Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk is primarily lower intensity residential in its character; this plan envisions the character to remain as such. This Neighborhood General area does, however, encourage an appropriate balance of housing types.

3.4 Open Space

Open Spaces consist of civic institutions and other buildings that support the Open Space. Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk are generally well served by parks, civic buildings, and institutional uses.

Jones School, Wharton School, and the former John Early (now McKissack Campus) School are essential parts of the community open space system. Their roles as neighborhood schools and facilities make them critical parts of preserved open space.

Fisk Park, a well-used neighborhood park at the western edge of Osage/North Fisk, should be enlarged and enhanced as part of any redevelopment of the industrial use at the end of Osage Street. Additional park space, coupled with a civic use and a reconfigured street network with additional housing will create a more vibrant neighborhood gathering and recreation space.

Historic neighborhood religious institutions, such as St. Vincent de Paul and St. Cecilia Academy are likewise worthy of maintaining as open space components.

The proposed Cheatham Railroad Greenway, along the western edge of Osage/North Fisk should link Fisk Park with Heiman Street to provide ample access to the regional greenway system.

Additional open spaces are needed as parts of several Neighborhood Centers:

- 23rd Avenue North and Osage Street in Osage/North Fisk
- 16th Avenue North and Wheless Street in Elizabeth Park
- 12th Avenue North and Clay Street in Jones/Buena Vista

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

4. Transportation Network Plan

The Transportation Network Plan (Fig. 3) establishes and identifies all forms of transportation, existing or proposed, that should exist within a neighborhood. The Transportation Network Plan also identifies locations for streetscape improvements.

Although not an integral part of the neighborhood transportation network, I-65 forms the eastern boundary to Elizabeth Park, while I-40 forms the southern boundaries to Elizabeth Park and Osage/North Fisk. The plan discourages expansion of the freeway system through these neighborhoods and recommends exploring sound barriers and enhanced crossings over the freeways.

4.1 Arterials

Arterials link the neighborhood to adjacent areas, thus producing higher traffic volumes that must be balanced with alternative forms of transportation. Clarksville Highway, D.B. Todd Boulevard, and Ed Temple Boulevard are the only Arterials located within or adjacent to Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk. Their locations are appropriate at the edges of the neighborhoods, however Clarksville Highway and D.B. Todd Boulevard function as mixed-use corridors for multiple neighborhoods. The plan envisions these streets as pedestrian-friendly mixed-use corridors.

4.2 Connectors (Collectors) and Civic/Open Space Connectors

Buchanan Street is the only true vehicular connector within these four neighborhoods. Historically a neighborhood-oriented mixed-use connector, this street is envisioned to be an integral, pedestrian-friendly part of all four neighborhoods.

The plan envisions a system of Civic/Open Space Connectors that aim to link these four neighborhoods and to provide safe, comfortable access between neighborhood centers, parks, schools, and other civic facilities. The Civic/Open Space Connectors are primary pedestrian/vehicular paths within and through the neighborhoods, but are also neighborhood streets with an emphasis on the pedestrian. These streets should include wider sidewalks and street tree/planting strips to ease pedestrian movement and discourage fast vehicular through traffic. The streets designated as Civic/Open Space Connectors are:

24th Avenue North from Clarksville Highway to Osage Street - this street connects the heart of Cumberland Gardens to the Civic/Open Space Connector and Neighborhood Center in Buena Vista Heights north of Clarksville Highway as well as to the Neighborhood Center and Fisk Park along Osage Street in Osage/North Fisk.

Seifried Street - connects the former John Early (now McKissack Campus) School in Cumberland Gardens to Neighborhood Centers and the Jewish Cemetery in Jones/Buena Vista.

Clay Street - connects two Neighborhood Centers at 12th and 9th Avenues in Jones/Buena Vista to Cumberland Gardens and to the 9th Avenue North Civic/Open Space Connector.

9th Avenue North - connects the Neighborhood Center at Clay Street to Cass Street, Buena Vista Heights, and Metro Center via Dominican Drive, as well as to Buchanan Street and Jones School at the southern edge of the neighborhood.

Arthur Avenue - connects Elizabeth Park to the Arthur Avenue Civic/Open Space Connector south of I-65 in Elizabeth Park and the North Branch Library. Jane Street should connect to Buchanan Street/9th Avenue North to provide easier access to Jones School and the services along Buchanan Street. If a vehicular connection is not possible, a safe, comfortable pedestrian connection should complete the connector route.

4. Transportation Network Plan (continued)

Wheless Street - connects Elizabeth Park to the Neighborhood Center at 16th Avenue North and to Wharton School along D.B. Todd Boulevard.

Osage Street - connects Wharton School to the Neighborhood Center at 23rd Avenue North, the Civic/Open Space Connector along 24th Avenue North, and Osage Park at the western edge of Osage/North Fisk.

4.3 Locals

Most of the streets within Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk are currently and should remain local streets, primarily serving neighborhood residents with limited through-traffic. Added street lighting is a priority on local streets where a deficiency exists.

4.4 Service Lanes and Alleys

Service Lanes or Alleys exist at the middle of many blocks within the neighborhood. Metro should pave the few unimproved alleys that exist and NES should install lighting where it does not currently exist. Service Lanes should continue to function in the middle of blocks, providing primary vehicular access to garages and trash collection.

4.5 Sidewalks

Many streets north of Buchanan Street and a few in Elizabeth Park and Osage/North Fisk lack sidewalks. Completing the pedestrian network throughout these neighborhoods should be a top priority and a critical component of the streets' character as pedestrian-friendly environments. Consistent with current Metro policy, sidewalks along the Civic/Open Space Connectors should be completed or enhanced first.

4.6 Bicycles

Bike routes are most appropriate along the Civic/Open Space Connectors, because they will provide a safe, comfortable route between major neighborhood destinations. Dedicated bike routes are appropriate along Buchanan St and D.B. Todd Blvd but not Clarksville Highway.

4.7 Transit

MTA should maintain Route 22 along the current routes along Clarksville Highway and Buchanan Street. Route 42, MTA's St. Cecilia/Cumberland Route, is likewise an integral part of these neighborhoods' overall transportation system. Its route currently serves many of the current or proposed Neighborhood Centers in these neighborhoods and will be essential should these areas intensify and grow.

4.8 Possible Connection of 9th Avenue North and Jane Street

As mentioned in the Arthur Avenue Civic/Open Space Connector description, a vehicular and/or pedestrian connection should link Jane Street and 9th Avenue North to provide better access from Elizabeth Park to Jones School and Buchanan Street's services.

4.9 Streetscape Improvements

Arterials and Civic/Open Space Connectors will require specific streetscape improvements in the form of widened sidewalks and street trees, and pedestrian amenities. These streets will carry more pedestrian and bicycle traffic and should be made safe and comfortable.

4. Transportation Network Plan (continued)

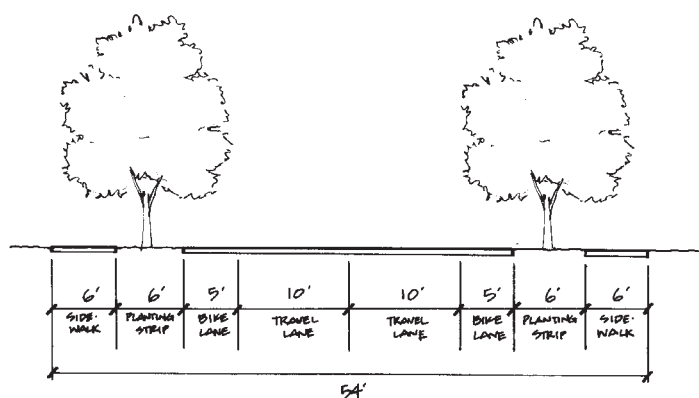
The “boulevard” treatment suggested in the Buena Vista Detailed Neighborhood Design Plan for Arthur Avenue should also continue into Elizabeth Park where right-of-way allows.

Buchanan Street, envisioned to become a “main street” for these neighborhoods, should incorporate street trees, on-street parking, sidewalk and crosswalk differentiation, and a small open space near Jones School to enhance the pedestrian experience.

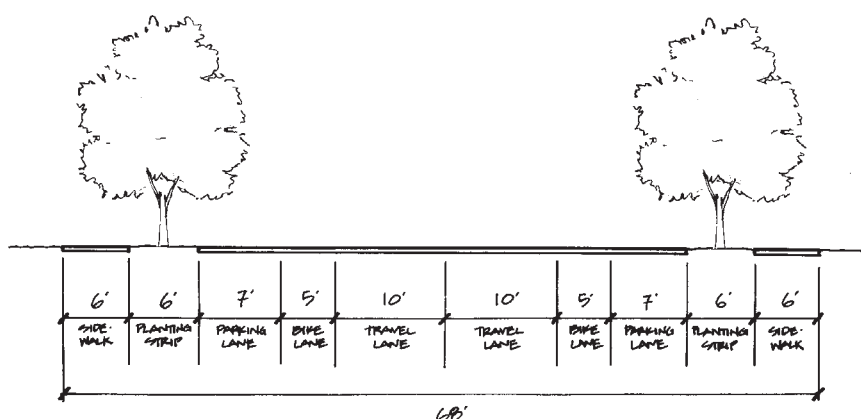
4.10 Traffic-Calming Measures

The strong pedestrian activity in these neighborhoods helps dictate further priorities related to reducing pedestrian and vehicular conflict. Buchanan Street is the most likely location for extensive traffic calming and should incorporate pedestrian “bulbs” at intersections to ease pedestrian crossing and to slow traffic. Specifically, the intersection of 9th Avenue North and Buchanan Street is critical due to Jones School and commercial activity. Buchanan’s wide travel lanes over I-65 encourage speeding near the area and into Buena Vista. Reconfiguring this intersection to funnel traffic into narrower lanes and, when coupled with a small greenspace near the school, should introduce additional physical barriers to confine the traffic movement.

Proposed Civic/Open Space Connector Street Sections



Design for narrow street rights-of-way

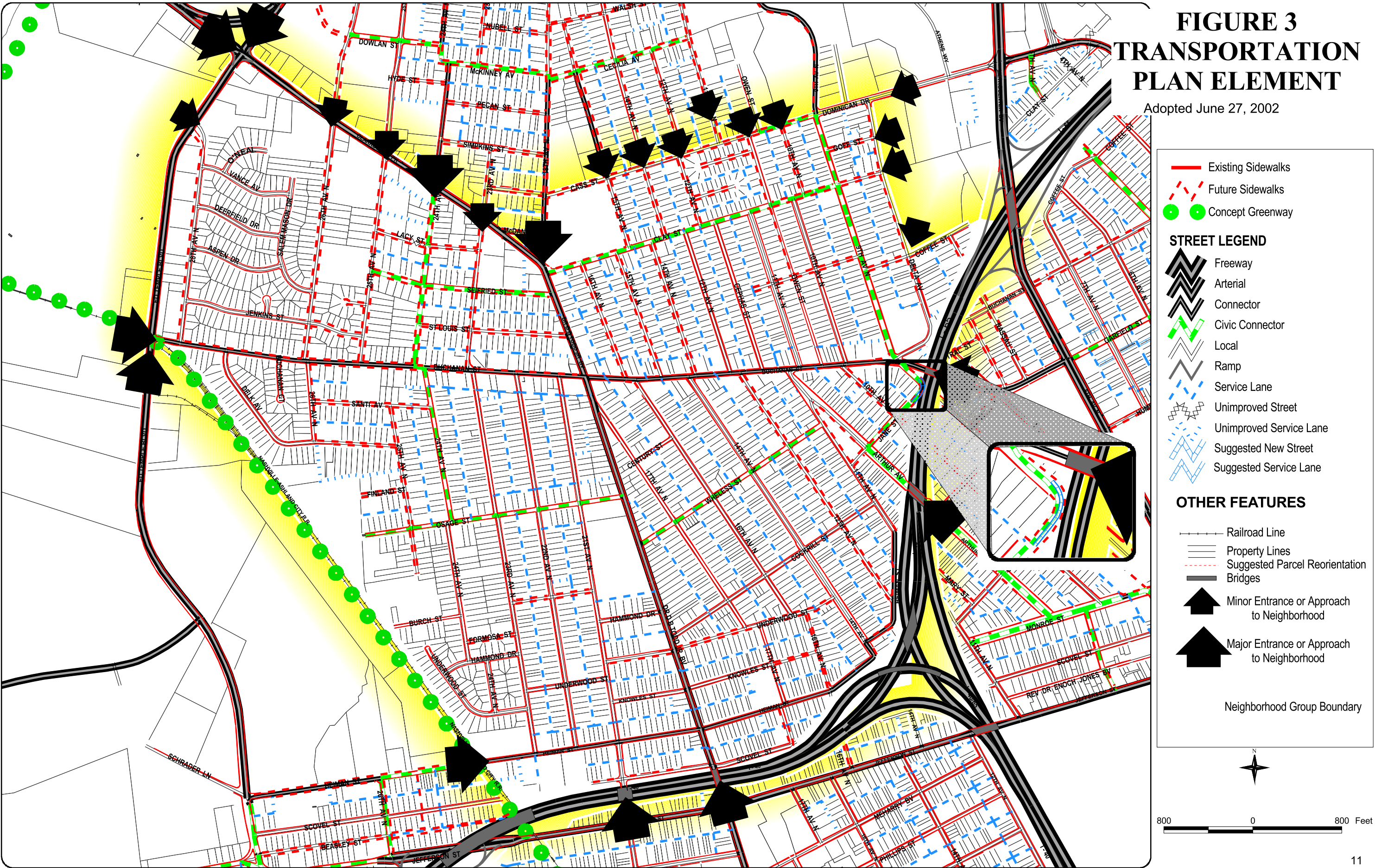


Typical/ideal design for normal/common street rights-of-way

CUMBERLAND GARDENS, ELIZABETH PARK, JONES-BUENA VISTA, and OSAGE-NORTH FISK NEIGHBORHOOD GROUP

FIGURE 3
TRANSPORTATION
PLAN ELEMENT

Adopted June 27, 2002



5 Concept Plan

The Concept Plan (Fig. 4) highlights the early vision for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk. This concept was presented and built on at public meetings. This figure highlights and describes key components of the Concept.

1 Clarksville Highway

- A major arterial with wide mix of commercial, residential, and institutional uses
- Provide opportunities for larger commercial buildings while improving aesthetics and pedestrian comfort and circulation
- Encourage generally low-rise developments

2 Civic/Open Space Connectors

- Provide safe, alternate routes through and between neighborhoods
- Link important civic, open space, and neighborhood commercial areas
- Serve as comfortable recreation opportunities to ease access to nearby neighborhoods and amenities
- Opportunities for single family attached and detached housing to increase visibility and activity on these streets

3 Neighborhood Centers

- Centrally located within each neighborhood
- Provide daily needs and services, additional housing options, and small open spaces
- Located along Civic/Open Space Connectors to increase connectivity and importance of the center's role in the neighborhood

4 Buchanan Street

- Reintroduce "main street" concept to bring back historical role as mixed-use destination for all four neighborhoods
- Mixed-use buildings fronting the street provide commercial activity and residential opportunities
- Improved streetscaping for more comfortable pedestrian environment

5 DB Todd Boulevard

- Develop as higher-intensity residential street
- Opportunities for neighborhood-scaled apartment buildings and attached townhomes
- Buildings placed close to the street to help slow traffic and create more intimate, friendly streetscape for pedestrians

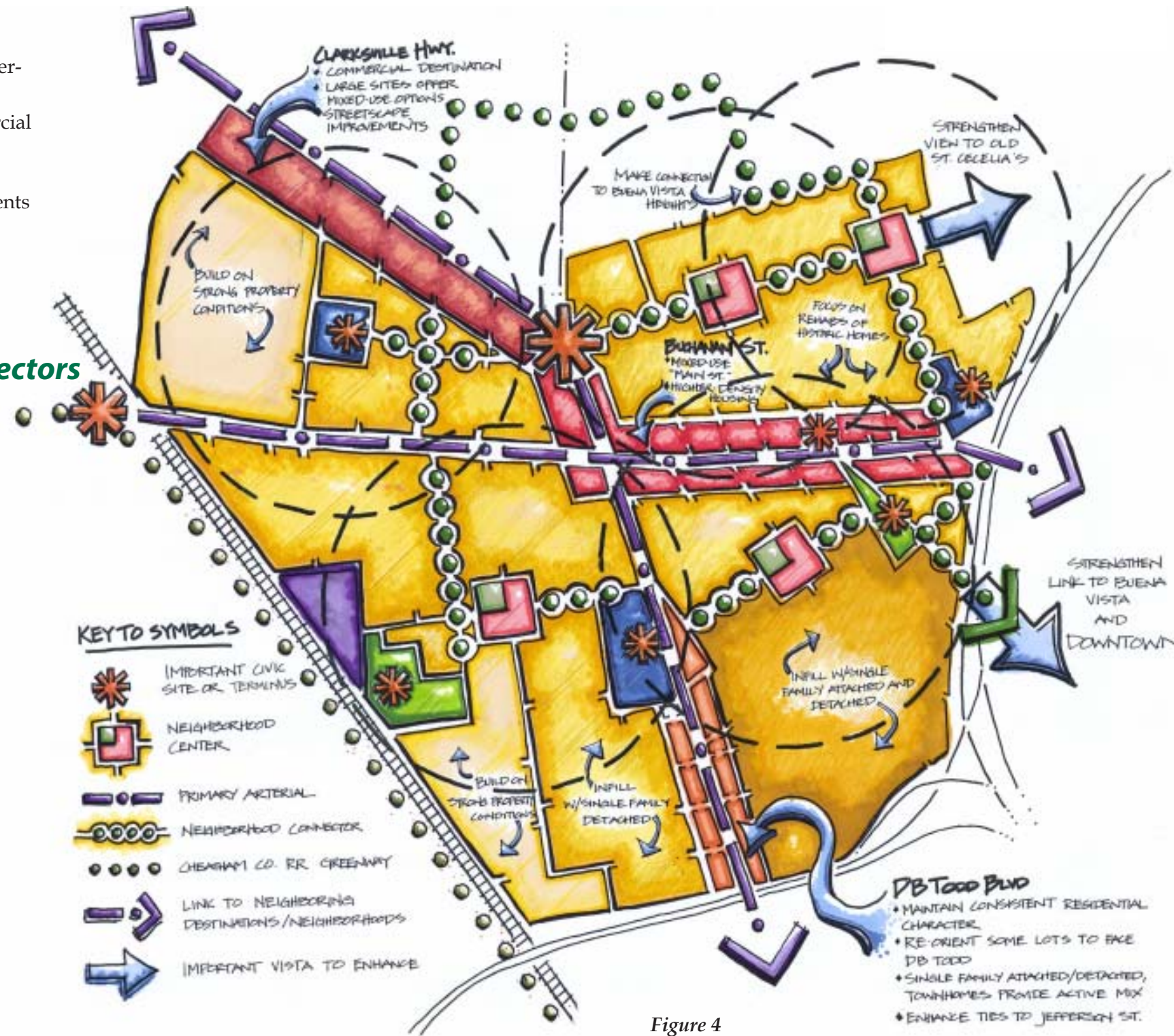


Figure 4

6. Land Use Plans

The Structure Plan identifies the basic elements or areas that make up a complete neighborhood. The Land Use Plans (Figs. E-5.A, E-7.A, E-12.A, E-16.A) establish the various uses within each Structure Plan element for each neighborhood. Each of the land use categories can be matched with the appropriate building types in Chapter 3, Table 12 of the Plan for Subarea 8. In mixed-use buildings, retail uses should be located at street level only; other uses may also locate at street level, but floors above street level should be limited to non-retail uses. The street level floor of all mixed use and non-residential building types should be designed for retail uses, even if retail is not the intended initial use. Also, such buildings initially constructed at one-story should be designed so that additional floors can be added without major structural changes to the original building.

6.1 Single Family Attached or Detached

This category includes a mixture of single family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single family house). Attached houses are single units that are attached to other single family houses (e.g. townhouses).

6.2 Single Family Detached

This category includes single family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single family house).

6.3 Cemetery

This category is reserved for existing or proposed land to be used for human burial purposes.

6.4 Commercial

This category includes buildings that are entirely commercial in use with no residential. It is envisioned that mixed commercial buildings (e.g. retail, office) locate shopping uses at street level and office uses on upper levels to encourage an active street life.

6.5 Mixed Housing

This category includes single family and multi family housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height) should be compatible to the existing character of the majority of the street.

6.6 Mixed Use

This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a mixed-use streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and offices and/or residential above.

6.7 Civic or Public Benefit

This category includes various public facilities including schools, libraries, and public service uses.

6.7 Open Space

This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

CUMBERLAND GARDENS

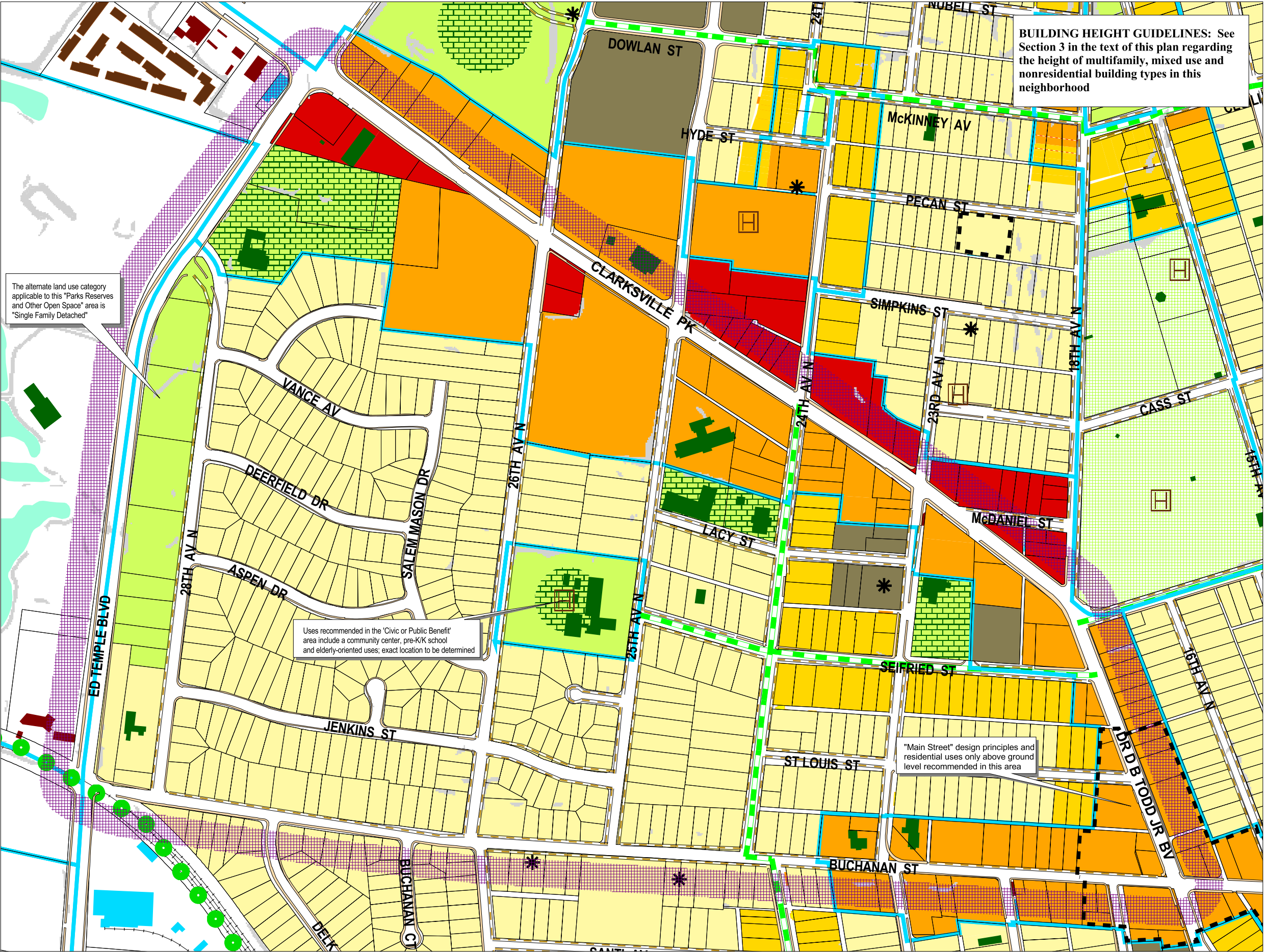
DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-5.A

LAND USE PLAN

ELEMENT

Adopted June 27, 2002



BUILDING HEIGHT GUIDELINES: See Section 3 in the text of this plan regarding the height of multifamily, mixed use and nonresidential building types in this neighborhood

DETAILED LAND USE CATEGORIES

- Single Family Attached and Detached
- Single Family Detached
- Cemetery
- Commercial
- Mixed Housing
- Mixed Use
- Parks Reserves and Other Open Space
- Institutional
- Transition or Buffer
- Civic or Public Benefit
- Office
- Light Mixed Industrial
- Heavy Mixed Industrial
- Hazardous Industrial or Mineral Extraction
- Transportation
- Utility
- Amusement or Entertainment
- Mixed Live/Work

STRUCTURE PLAN

- Area Boundaries
- "STRUCTURE PLAN" AREAS
- OS = Open Space
- OS* = Potential Open Space
- NC = Neighborhood Center
- CC = Corridor Center
- NG = Neighborhood General
- NU = Neighborhood Urban
- I = Impact
- MI = Major Institutional
- IN = Industrial
- W = Water

OTHER MAP FEATURES

- Concept Greenway
- Prominent Site
- Civic & Public Benefit Buildings
- Civic Connector
- Freeway
- Ramp
- Suggested New Street
- Suggested Service Lane
- Future Sidewalk
- Existing Sidewalk (1996)
- Historic District Boundary
- Historically Significant Site
- Area "Worthy of Conservation"
- Suggested Parcel Reorientation
- Railroad
- Areas With 20%+ Slopes
- Neighborhood Boundary

EXISTING BUILDINGS OUTSIDE OF NEIGHBORHOOD PLAN AREAS

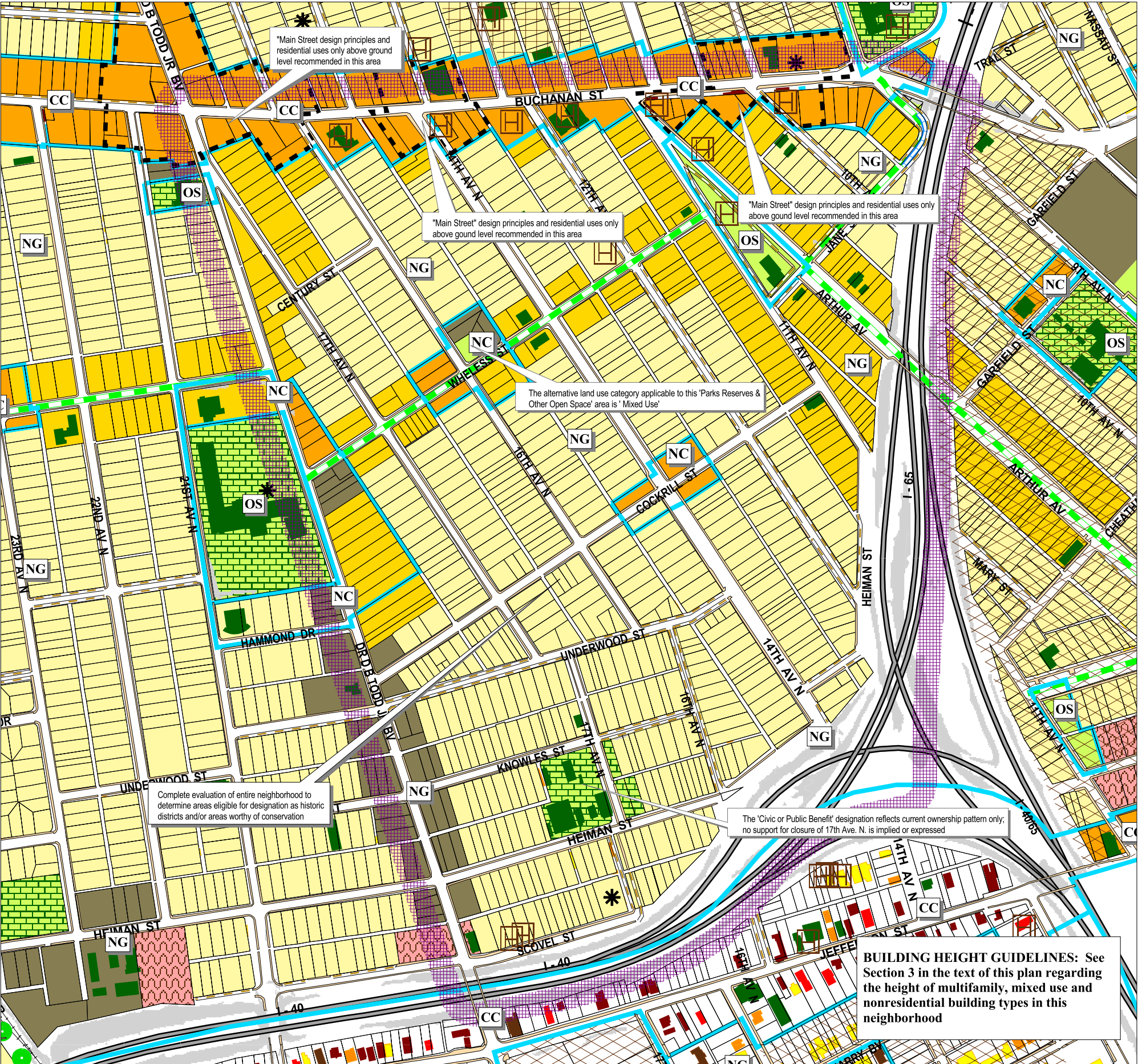
- Commercial
- Community Services
- Industrial
- Office or Medical
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit+
- Residential - Nonhousehold
- Industrial Utility

ELIZABETH PARK

DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-7.A
LAND USE PLAN
ELEMENT

Adopted June 27, 2002



- DETAILED LAND USE CATEGORIES
- Single Family Attached and Detached
 - Single Family Detached
 - Cemetery
 - Commercial
 - Mixed Housing
 - Mixed Use
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- EXISTING BUILDINGS OUTSIDE OF NEIGHBORHOOD PLAN AREAS
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 - Residential - Nonhousehold
 - Industrial Utility

JONES-BUENA VISTA

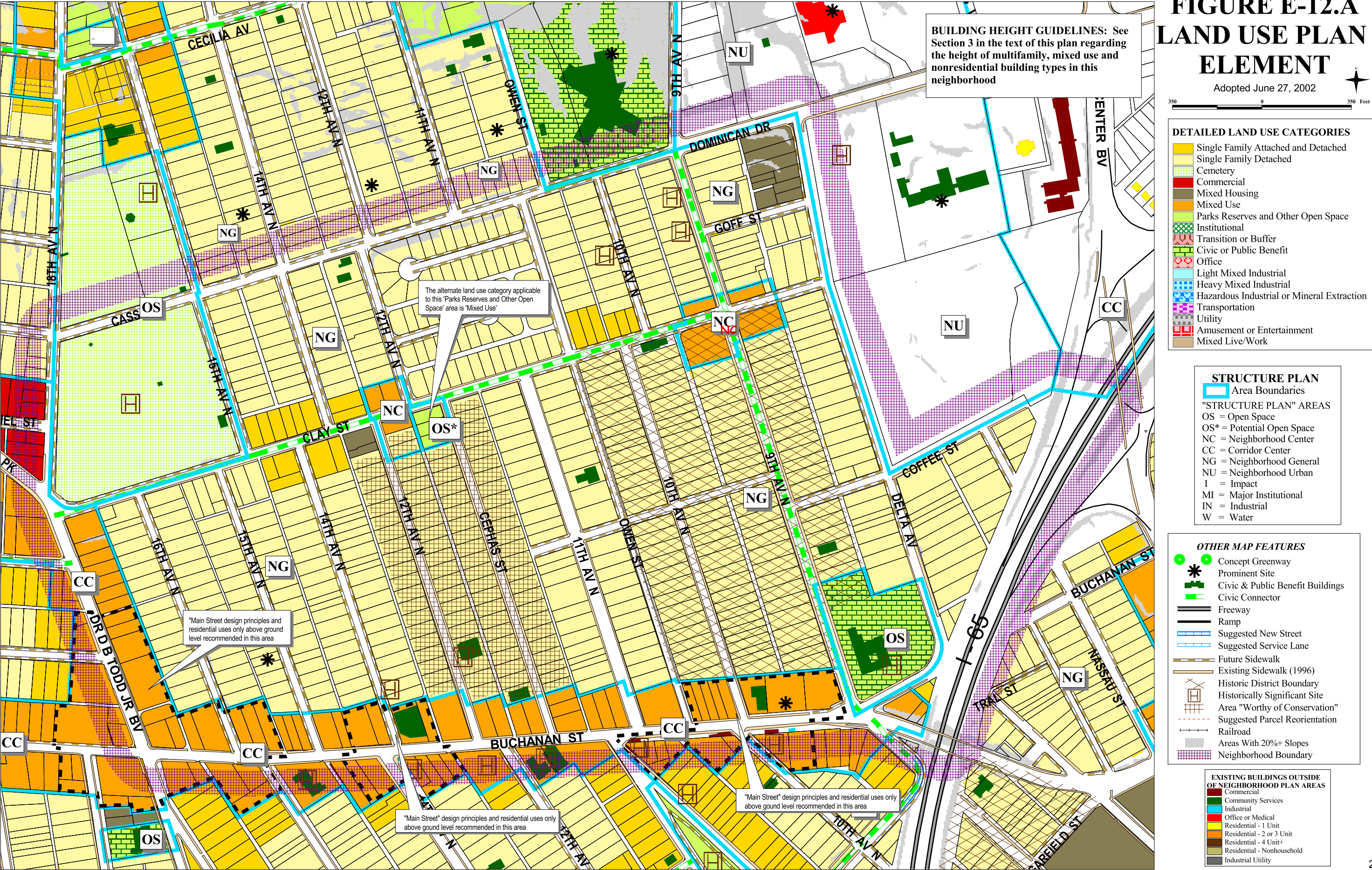
DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-12.A

LAND USE PLAN

ELEMENT

Adopted June 27, 2002



OSAGE- NORTH FISK

DETAILED NEIGHBORHOOD DESIGN PLAN

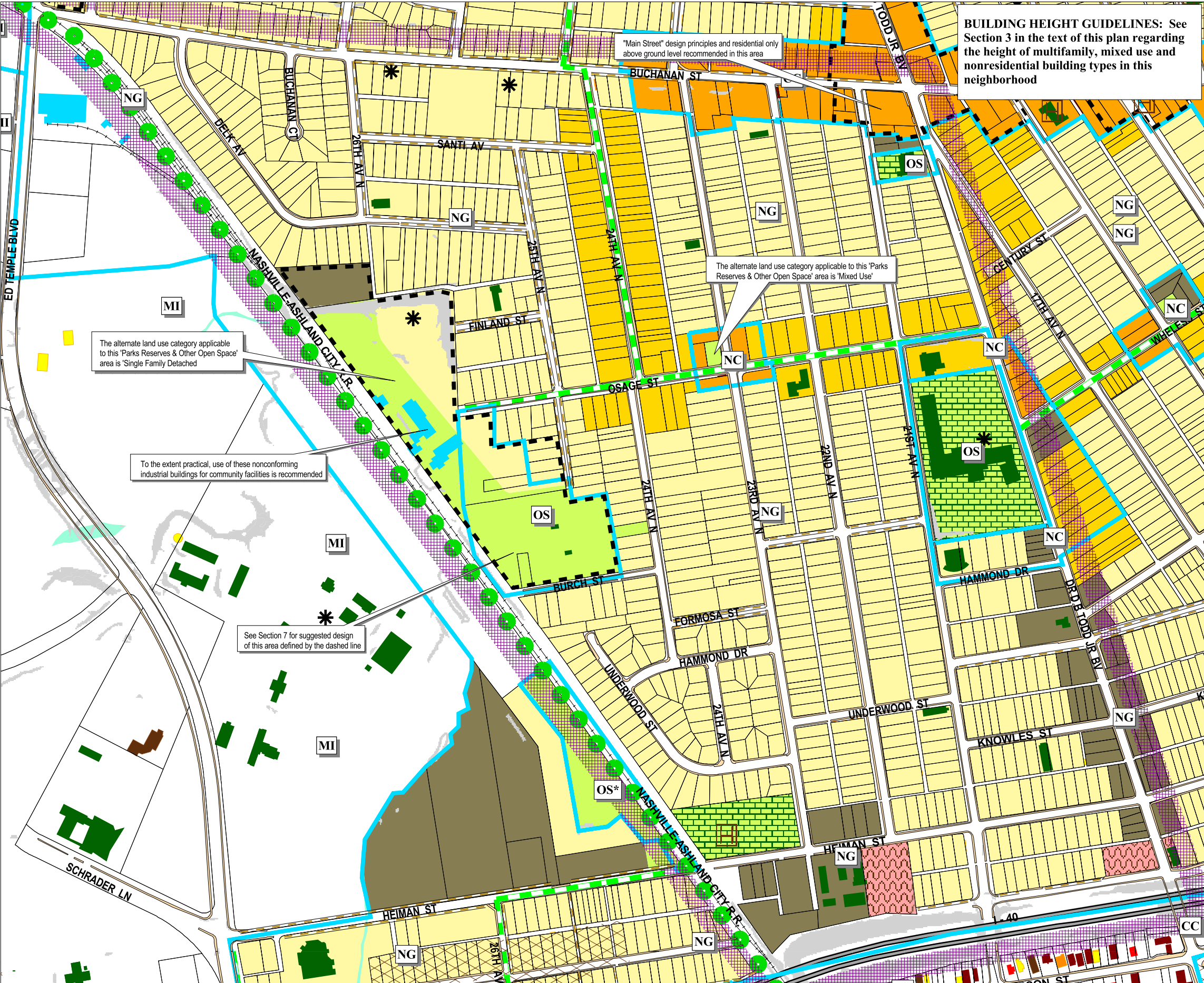
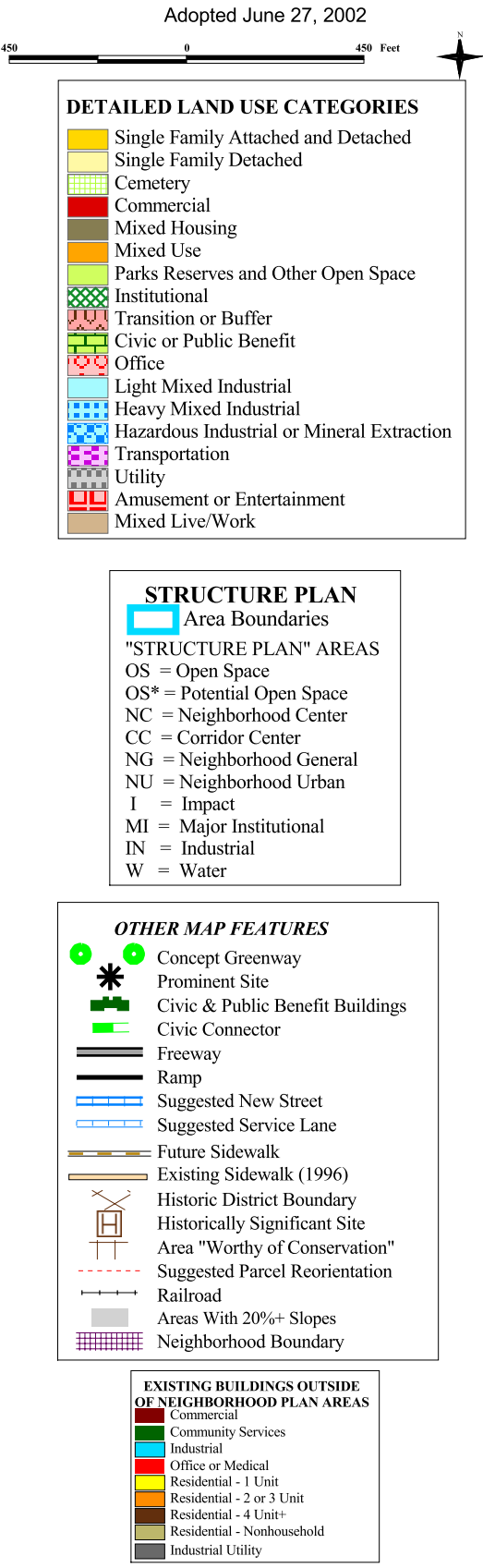


FIGURE E-16.A
LAND USE PLAN
ELEMENT



7. Details

This component of the Detailed Neighborhood Design Plan describes in further detail the vision for specific areas within the overall plan area. This plan focuses on development scenarios for the potential redevelopment along Clarksville Highway, Buchanan Street, and D.B. Todd Boulevard. These details also show concepts for a Neighborhood Center at 16th Avenue North and Wheelless Street and for an expanded Fisk Park area. All of these scenarios illustrate fundamental concepts applicable throughout these neighborhoods, such as building type mix and arrangement, differing types of open space, streetscape improvements, and the enhancement of key linkages.

It is critical to note that development scenarios are examples of what the land use policy would support in the specific area and are intended to show possible improvements. These development scenarios are not, and should not be seen as, actual development plans.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

Buchanan Street

Buchanan Street has historically been a mixed-use neighborhood-oriented street with stores, services, residences, and civic buildings. This particular portion is the easternmost part of Elizabeth Park and Jones/Buena Vista where 9th Avenue North intersects Buchanan Street.

These ideas build on the historical precedent still evident along Buchanan Street, creating additional commercial, residential, and open space opportunities to enliven the street as an important destination, especially for Elizabeth Park and Jones/Buena Vista.

Jones Elementary School anchors the northwest corner of the intersection and provides an important civic destination for many residents. Improvements near the school could include a small green space to help tie the school to the street activity while providing a “safe haven” for children along this busy street.

Additional improvements focus on “filling in” the streetwall with buildings of varying styles and uses to encourage neighborhood pedestrian activity.

Figure 5, below, shows a new streetscape with existing and new construction. The Super Saver market provides essential services, while new live/work units provide active uses at street level and residential opportunities above.

Figure 6, bottom, shows a possible site plan with existing and new buildings. It introduces on-street parking and wider sidewalks with mixed-use buildings that add new life to the street.



Fig. 5 Looking West on Buchanan Street

Fig. 6 Possible improved Site Plan



Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

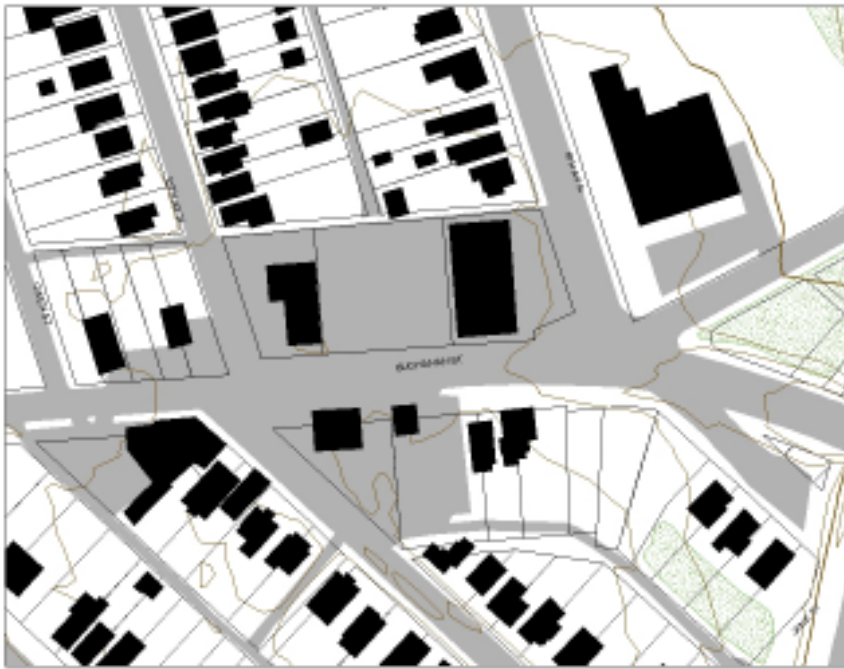


Fig. 7 Existing Site Conditions

Figure 7, left, shows the existing conditions at the intersection of Buchanan Street and 9th Avenue North. Jones School is in the upper right. The existing building pattern along Buchanan is inconsistent. Additional buildings should fill in these gaps to create a uniform streetwall.

Fig. 8 Possible Bird's Eye View Looking West along Buchanan

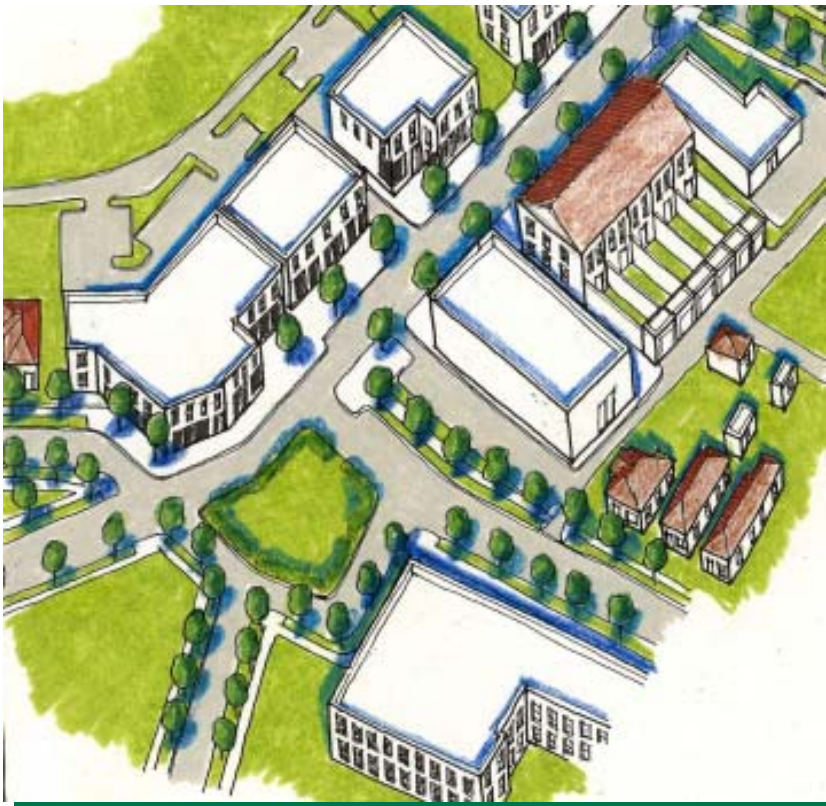


Figure 8, left, shows a possible "bird's eye" view of the Buchanan Street/9th Avenue North area. Mixed-use buildings would line Buchanan Street to provide a continuous, pedestrian-oriented streetwall. Jones School, the Super Saver market, and additional buildings along Buchanan would help frame and engage a small open space as part of a reconfigured intersection to calm traffic coming across I-65. Such a space would enhance the school's presence along the street and help make it more integral to both Elizabeth Park and Jones/Buena Vista neighborhoods.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

Cephas Street

Cephas Street, located in Jones/Buena Vista, represents many streets in these neighborhoods with its historic architecture, consistent urban fabric, and reuse potential.

These details show how to treat the many areas where residential infill is possible. Maintaining a consistent building pattern is crucial when adding new structures to a street where a predominant character exists. Cephas Street, for example, was developed between 1900 and 1915, and all homes were built a shallow ten feet from the sidewalk. Proposed infill along this street respects the unique character and strong pedestrian quality of the neighborhood.

Residential infill and historic preservation are integral parts of this plan. New developments should reflect the character, styles, and patterns of development to maintain neighborhood integrity. Quality building materials and an attention to design are essential to produce appropriate, long-lasting neighborhood infill. These illustrations show how architecturally sensitive infill improves the streetscape, neighborhood, and adds more eyes on the street.

Figure 9, top, shows a possible site plan for a portion of Cephas Street in Jones/Buena Vista. New single family homes blend with the street's unique character. Homes have rear garages, accessed by alleys.

Figure 10, bottom, shows a new streetscape with new and existing single-family homes. Historically sensitive infill complements the street's strong residential character and improves the area's appearance.

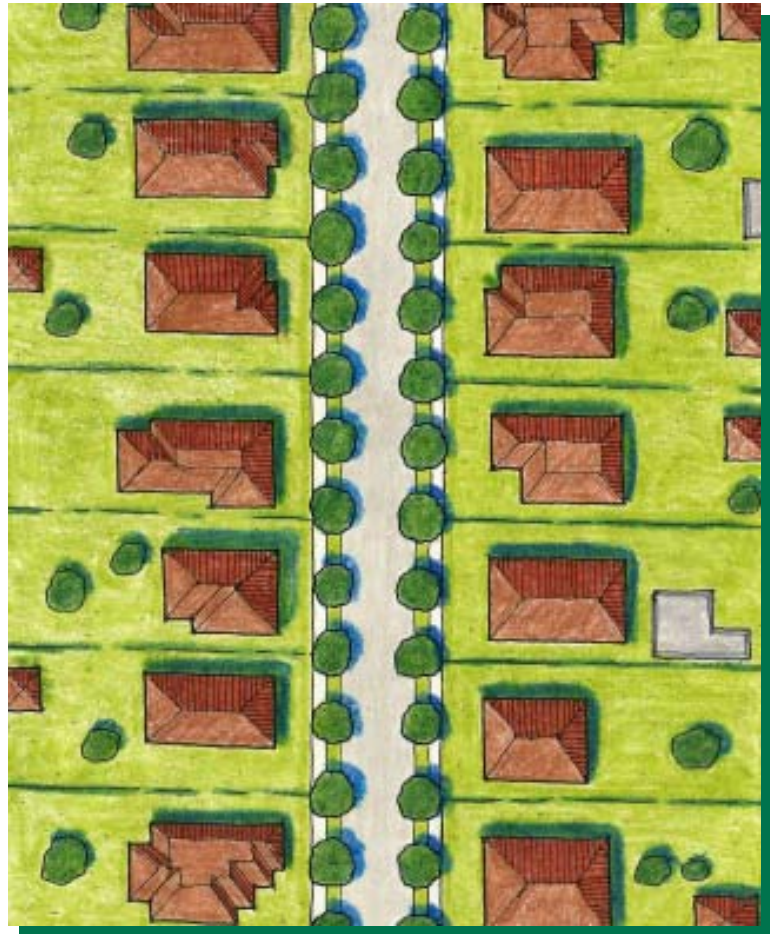


Fig. 9 Possible improved Site Plan

Fig. 10 Looking north along Cephas Street



Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk



Fig. 11 Current View Looking North Along Cephas Street

Figure 11, left, shows the existing conditions along Cephas Street. As is the case with many streets in these neighborhoods, vacant lots offer opportunities for appropriate infill housing. The street's historic homes are prime candidates for restoration.

Fig. 12 Possible Bird's Eye View Looking North



Figure 12, left, shows a possible "bird's eye" view of Cephas Street. The area's vacant lots are infilled with similar housing to complement the historical building patterns.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

Clarksville Highway

Clarksville Highway is a major through street for not only these and adjacent neighborhoods, but for much of north-west Davidson County. Development along this stretch of Clarksville Highway varies from suburban fast-food and apartments to senior housing. These pages show possible improvements for underutilized areas throughout the corridor.

Concepts illustrated here, although depicted on a specific site, serve as a guide for development along the entire stretch of Clarksville Highway in Cumberland Gardens and Buena Vista Heights. These illustrations provide options for many uses and configurations depending on site size and location. Because many of the properties along this portion of Clarksville Highway are large, opportunities exist to create a wide range of mixed-use developments.

Although any new development should respect and address the adjacent neighborhood streets whenever possible, new connections should be limited. In specific, to respect the neighborhood fabric, no new connections should be made to O'Neal Drive.

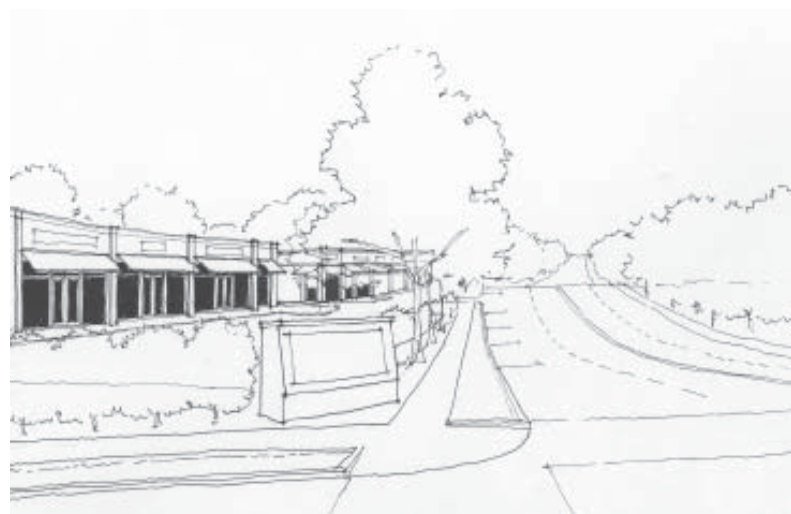
Figure 13, top, shows a possible site plan for the current King Shopping Center area. Improvements include retail and service uses placed closer to the street. In the rear of the property, residential development could front both 25th and 26th Avenues while utilizing a central open space for communal activities.

Figure 14, bottom, shows a new streetscape with the new development pattern. Clarksville Highway remains a primary vehicular corridor with parking located in front of commercial buildings. The sidewalk improvements shown enhance pedestrian movement along this busy road.



Fig. 13 Possible improved Site Plan

Fig. 14 Looking Northwest along Clarksville Highway



Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk



Fig. 15 Existing View Looking Northwest along Clarksville Highway

Figure 15, far left, shows the existing conditions along Clarksville Highway. Buildings vary in their setbacks from the street. The current sidewalks serve pedestrians despite the wide roadway. New development should improve the visibility, access, and function of the uses along Clarksville Highway.

Fig. 16 Possible Bird's Eye View Looking Southwest



Figure 16, left, shows a possible "bird's eye" view of the King Shopping Center site. This scheme places commercial buildings closer to the street, with a smaller area of parking to serve customers. Additional parking in the rear of commercial buildings serves employees and loading. It also locates small-scale apartment buildings at the rear of the property, both fronting adjacent streets and an internal open space.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

D.B. Todd Boulevard

D.B. Todd Boulevard is an important connector from Clarksville Highway and Buchanan Street to Jefferson Street, Metro-Meharry Hospital, and Midtown. Increased traffic has made the street less desirable for single family residential. The Subarea 8 Plan, however, as well as this Detailed Neighborhood Design Plan, designate the majority of D.B. Todd as a primarily residential street. These details depict how more intense housing options could develop along this street.

These improvements show possible configurations for neighborhood-scaled multi-family and single-family attached housing along D.B. Todd between Wharton School and Scovel Street. The two story buildings should generally maintain the low-scale residential character of adjacent streets. Buildings also are set fairly close to the street, not only to provide rear parking, but to make safer and enliven the streetscape for both vehicles and pedestrians.

Since many of the blocks fronting D.B. Todd have similar characteristics as those depicted in these illustrations, developments could easily apply and/or modify these recommendations depending on the specific site and location.

Figure 17, top, shows a possible site plan along several blocks of D.B. Todd Boulevard. To help maintain a consistent “feel” along the street, the plan locates townhomes on the east side of the street, while small apartment buildings generally line the west side. It places all parking behind the buildings where cars access the lots by using alleys.

Figure 18, bottom, shows a new streetscape looking toward the east side of D.B. Todd Boulevard. The two-story apartment building in the left foreground frames the view of attached townhomes and a courtyard-style apartment building.



Fig. 17 Possible improved Site Plan

Fig. 18 Looking north on D.B. Todd Boulevard



Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk



Fig. 19 Existing View Looking North along D.B. Todd Boulevard

Figure 19, far left, shows the existing conditions along much of D.B. Todd Boulevard between Wharton School and Scovel Street.

Fig. 20 Possible Bird's Eye View Looking North



Figure 20, left, shows a possible "bird's eye" view of D.B. Todd Boulevard between Wharton School and Scovel Street. Neighborhood-scaled apartment buildings and attached townhomes line this busy connector street. Buildings abut the street with resident parking at the rear. Street trees and improved sidewalks improve the relationship between building and street, providing an inviting, pedestrian-friendly residential street.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

16th and Wheless

The Neighborhood Center in Elizabeth Park at 16th Avenue North and Wheless Street represents similar important principles to apply throughout these neighborhoods. This intersection is located along a Civic/Open Space Connector, linking Elizabeth Park to Wharton School. The sites at 16th Avenue North offer opportunities for neighborhood-scaled mixed-use and more intensive housing.

These details highlight concepts that are useful in most of the Neighborhood Centers in North Nashville. The plan recognizes and builds on the importance of the Neighborhood Center as a vital provider of daily needs, services, and a range of living options.

The northern corners of 16th Avenue North and Wheless Street are currently vacant; they are appropriate for mixed-use and small multi-family buildings. Key in any development proposal is a small green space, which new buildings help frame. These elements, when combined in a walkable, convenient pattern and location, create a multi-purpose destination for neighborhood residents.

Figure 21, top, shows the placement of new buildings at the intersection. Their placement close to the street reinforces the pedestrian character of the neighborhood while providing parking in the rear. Additional housing in and near the area addresses Wheless and reinforces this street as an important Civic/Open Space Connector.

Figure 22, bottom, shows a mixed use building in the left foreground and a neighborhood-scaled apartment building fronting a small square on the northeast corner of 16th Avenue North and Wheless Street.



Fig. 21 Possible improved Site Plan

Fig. 22 Looking West along Wheless Street



Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk



Fig. 23 Existing Site Conditions

Figure 23, left, shows the existing building pattern in and near the intersection of 16th Avenue North and Wheless Street. Vacant lots and underutilized buildings along Wheless provide opportunities for new structures to front the street.

Fig. 24 Possible improved Site Plan



Figure 24, left, shows a possible “bird’s eye” view of the Neighborhood Center. The two-story mixed-use and apartment buildings define the center as a compact, pedestrian-friendly destination. Buildings provide parking in the rear and to the side to reinforce the communal space at the intersection.

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

Fisk Park

Fisk Park is a valuable asset to the Osage/North Fisk neighborhood. Its location at the eastern edge of the neighborhood and against a quiet rail line provides a comfortable place for passive recreation. This plan emphasizes the open and civic spaces in the North Nashville neighborhoods and their integral roles in complete neighborhoods.

Public meeting participants discussed the future use of an industrial property located at the end of Osage Street along the Nashville-Ashland City Railroad. These illustrations show a possible reuse of the site, with an expanded park and additional residential areas.

This plan highlights the park's importance by configuring it to better serve as a large, multi-purpose neighborhood destination. Expanding the park to the north on the site of the present industrial facility will make the park more accessible to more of the neighborhood. Reconfiguring the street network to complement surrounding residences and make use of the adjacent park is an essential component to creating a truly successful neighborhood park.

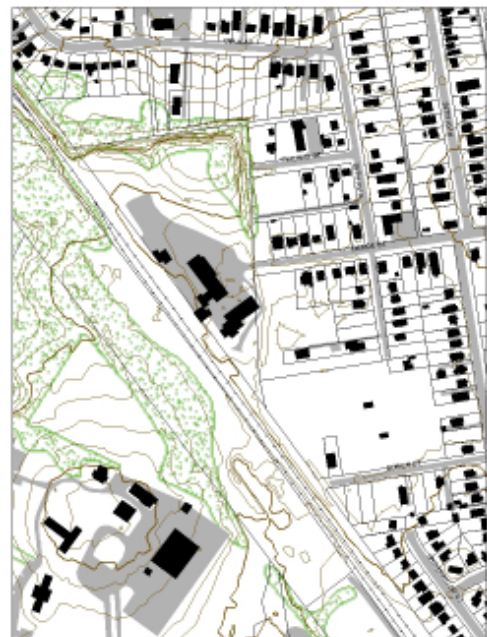
Figure 25, top, shows a possible site plan, with a reconnected street pattern at the east side of the newly expanded park. The expanded park reaches from Burch Street on the south to just south of Delk Avenue on the north. A small community facility, located near the park's center, provides an additional neighborhood gathering and activity space. Single-family and attached townhomes provide new residential opportunities in Osage/North Fisk. Their placement along the streets maintains the existing development pattern and provides additional "eyes on the park" that enhance visibility, access, and safety. These new homes also provide additional, varied housing options for the neighborhood.

Figure 26, bottom, shows the existing building and street pattern with the industrial use in the center of the map. Fisk Park is the large open area in the middle right.



Fig. 25 Possible Improved Site Plan

Fig. 26 Existing Site Conditions



8. Actions

Below are several sets of site-specific recommended actions that are necessary to fully implement the Detailed Neighborhood Design Plans of these four neighborhoods. They are based on actions outlined in Section 3 of the North Nashville Community Plan (Subarea 8) but are specific to the needs of these four neighborhoods. Refer to Section 3 of the North Nashville Community Plan for general actions that apply to the entire area. Below the actions are separated by neighborhoods.

Important for all neighborhoods is an attention to design for new and rehabilitated structures. The detail drawings and accompanying Building Typology diagrams in the Subarea 8 document serve as guides for handling appropriate new construction in these neighborhoods. In lieu of an Urban Design Overlay or Conservation Zoning, quality building materials, compatible designs, and property maintenance are all essential elements to successfully implement this plan.

Cumberland Gardens

Action 1

Inventory vacant, abandoned, and substandard buildings and determine an appropriate course of action for each building, with particular emphasis on those that are not secure, are dilapidated, and/or are structurally sound but are in need of substantial repair. Judiciously enforce building codes, drawing on public and private resources to provide assistance to those without adequate means to manage the social and economical impacts of such enforcement. Remedial action was suggested for several buildings, in particular, during the preparation of this plan, as follows:

- The shopping center on Clarksville Pk. between 25th & 26th Aves. N. (Cumberland Gardens)

Action 2

Investigate possible traffic hazards noted during preparation of this plan and participate in the Nashville Neighborhood Traffic Management (“traffic calming”) program to alleviate traffic safety problems such as speeding on neighborhood streets and running stop signs. A number of specific improvements were suggested to respond to various traffic safety concerns throughout the community. These proposals should be evaluated and those deemed to be warranted should be provided. The proposals are as follows:

- Provide stop signs on 24th Ave. N. between Clarksville Pk and Buchanan St. (Cumberland Gardens)

Action 3

Institute a comprehensive process for identifying and quickly initiating remedial action toward chronically unmaintained public and private property. For starters, the following specific locations noted during the preparation of this plan as needing improved maintenance and upkeep should be investigated and appropriate steps taken, as warranted, to ensure adequate ongoing maintenance.

- The old John Early school site (Cumberland Gardens)
- The Cheatham County railroad right-of-way (South Rhodes Park, TSU, Cumberland Gardens, Hadley Park, Osage/North Fisk, Hadley/Washington, Fisk/Meharry, and Watkins Park)
- Overgrown trees along 24th Ave. N. between Lacey St. and Clarksville Pk. (Cumberland Gardens)

Action 4

Conduct feasibility studies and, if feasible, prepare concept design plans for the following planned and proposed greenways.

- The concept greenway along the Cheatham County railroad (South Rhodes Park, TSU, Cumberland Gardens, Osage/North Fisk, Hadley Park, Hadley/Washington, Fisk/Meharry, and Watkins Park)

8. Actions

Action 5

Determine the future use of the old John Early School site and building in the Cumberland Gardens neighborhood after the school moves to the new facility before it is vacated. Ideas proposed during the preparation of this plan include using the facility as a community center and making the site a park (Cumberland Gardens).

Action 6

Evaluate the following specific proposals made during the preparation of this plan and determine the appropriate course of follow-up action to take.

- Provide bikeways on Ed Temple Blvd (South Rhodes Park, Cumberland Gardens, TSU, Hadley Park)

Action 7

Explore the feasibility and desirability of incorporating the Cheatham County railroad into the mass transit system for North Nashville as a trolley or other fixed-guideway route (Cumberland Gardens).

Action 8

Create and maintain an inventory of vacant sites planned for various types of residential development. This inventory should be organized so that sites can be queried by planning neighborhoods and by planned building typologies. This information should be produced as some form of generally available report or publication, but should be provided, in particular to CDCs, involved in residential development. One particular location suggested during the preparation of this plan for new housing is the area along Clarksville Pike between 25th & 26th Aves. N. (Cumberland Gardens).

Action 9

Enhance and improve lighting, especially in alleys. Work with Nashville Electric Service (NES) on providing alley lighting as a public service rather than an item for which the homeowner is charged extra. Several specific locations proposed for lighting or improved lighting during the preparation of this plan that should be evaluated and improved as needed include the following:

- Along alley north of Santi Ave. (Cumberland Gardens)

Action 10

Construct new sidewalks and reconstruct dilapidated ones where they are needed throughout the community. (these improvement needs should be identified as part of the sidewalk audit to be conducted during the latter part of 2001). Specific proposals made during the preparation of this plan include the following.

- Provide sidewalks along the segments of 23rd, 24th, and 26th Avenues N., Seifried St. and Buchanan St. between 18th and 28th Aves. N. (Cumberland Gardens and Osage/North Fisk)

Action 11

Create and maintain an inventory of vacant sites planned for mixed use and commercial development. This inventory should be organized so that sites can be queried by planning neighborhoods and by planned building typologies. Particular locations proposed during the preparation of this plan for new shopping and mixed use development include the following:

- New shopping on Clarksville Pk. between 25th & 26th Aves. N. (Cumberland Gardens)

8. Actions (continued)

Action 12

Explore the feasibility for Metro Parks to purchase and maintain as permanent open space the portion of land between 28th Avenue North and Ed Temple Boulevard. In the event Metro is unable to purchase said property, encourage new single-family developments to be consistent with existing zoning and maintain a dense vegetative buffer along the Ed Temple frontage of all properties.

Action 13

Metro Public Works should install a traffic signal at Ed Temple Boulevard and 28th Avenue. Residents have cited fatal accidents, a high accident rate, and traffic delays as critical problems at the intersection.

Elizabeth Park

Action 1

Inventory vacant, abandoned, and substandard buildings and determine an appropriate course of action for each building, with particular emphasis on those that are not secure, are dilapidated, and/or are structurally sound but are in need of substantial repair. Judiciously enforce building codes, drawing on public and private resources to provide assistance to those without adequate means to manage the social and economical impacts of such enforcement. Remedial action was suggested for several buildings, in particular, during the preparation of this plan, as follows: The buildings at 1600, 1602, & 1606 Knowles St. (Elizabeth Park)

Action 2

Document the extent of the noise problem along the sections of Interstates 40 and 65 adjacent to areas designated "Neighborhood General" and "Neighborhood Urban" on the "structure plan" presented in Section 3.3.01 and initiate an effort to provide sound barriers as needed pursuant to the study (Elizabeth Park).

Action 3

Prepare master site plans for all of the existing parks [note: this effort should follow and be guided by the new plan now being prepared for the county-wide parks and recreation system] (Elizabeth Park).

Action 4

Prepare master design plans for all "CC" and "NC" areas, with particular emphasis on the segments of "CC" areas that are ideal locations to develop as "main streets." Consideration should be given to achieving this for the Buchanan St. Corridor Center area through the commercial revitalization project currently programmed for this area (see CIB 00HA002). To accomplish the development envisioned along Buchanan Street, a study should be conducted to determine the merits of establishing a redevelopment district for all or segments of this corridor. If a redevelopment district is warranted, the power of eminent domain provided in the redevelopment plan, if any, should be very limited and selective (Elizabeth Park).

Action 5

Establish and apply general streetscape design guidelines that address the street, the parking area, the "parkway" between the curb and sidewalk, the sidewalk and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more

8. Actions (continued)

important streets within the community (e.g. Civic/Open Space Connectors) and its neighborhoods that results in streets that are distinctly more attractive and appealing than the typical local streets. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows.

- Plant trees along the interstates (MetroCenter/North Rhodes Park, Salemtown, Jones/Buena Vista, Buena Vista, Elizabeth Park, Fisk Meharry, Osage/North Fisk, Hadley Park, Hadley/Washington, McKissack Park, College Heights/Clifton and Clifton Southwest)

Action 6

Re: Sewers investigate the suspected sewer problem behind 1606 12th Ave. N. (Elizabeth Park)

Action 7

Reconnect 9th Avenue North to Jane Street south of Buchanan Street to complete the Civic/Open Space Connector system in the neighborhood. Should a vehicular connection not be possible, build or extend sidewalks to provide a safe, convenient pedestrian connection to Jones School.

Jones-Buena Vista

Action 1

Institute a comprehensive process for identifying and quickly initiating remedial action

Institute a comprehensive process for identifying and quickly initiating remedial action toward chronically unmaintained public and private property. For starters, the following specific locations noted during the preparation of this plan as needing improved maintenance and upkeep should be investigated and appropriate steps taken, as warranted, to ensure adequate ongoing maintenance.

- Properties around 9th & 10th Aves. N., Owens St. and Buchanan St. (Jones/Buena Vista)

Action 2

Document the extent of the noise problem along the sections of Interstates 40 and 65 adjacent to areas designated "Neighborhood General" and "Neighborhood Urban" on the "structure plan" presented in Section 3.3.01 and initiate an effort to provide sound barriers as needed pursuant to the study (Jones/Buena Vista).

Action 3

Evaluate and determine the appropriate course of action for the following specific proposals made during the preparation of this plan aimed at improving the connectivity and convenience of the transportation system.

- Provide a cloverleaf interchange of I-65 at 8th Ave. N./Metrocenter Blvd. to facilitate traffic flow (Metrocenter/North Rhodes Park, Salemtown, Jones/Buena Vista, and Buena Vista)

Action 4

Prepare master design plans for all "CC" and "NC" areas, with particular emphasis on the segments of "CC" areas that are ideal locations to develop as "main streets." Consideration should be given to achieving this for the Buchanan St. Corridor Center area through the commercial revitalization project currently programmed for this area (see CIB 00HA002). To accomplish the development envisioned along Buchanan Street, a study should be conducted to determine the merits of establishing a redevelopment district for all or segments of this corridor. If a redevelopment district is warranted, the power of eminent domain provided in the redevelopment plan, if any, should be very limited and selective (Jones/Buena Vista).

8. Actions (continued)

Action 5

Establish and apply general streetscape design guidelines that address the street, the parking area, the “parkway” between the curb and sidewalk, the sidewalk and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more important streets within the community and its neighborhoods that results in streets that are distinctly more attractive and appealing than the typical local streets. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows.

- Plant trees along the interstates (MetroCenter/North Rhodes Park, Salemtown, Jones/Buena Vista, Buena Vista, Elizabeth Park, Fisk Meharry, Osage/North Fisk, Hadley Park, Hadley/Washington, McKissack Park, College Heights/Clifton and Clifton Southwest)

Action 6

Construct new sidewalks and reconstruct dilapidated ones where they are needed throughout the community (these improvement needs should be identified as part of the sidewalk audit to be conducted during the latter part of 2001). Specific proposals made during the preparation of this plan include the following.

- Provide sidewalks along 12th Ave. N. (Jones/Buena Vista)

Action 7

Investigate possible traffic hazards noted during preparation of this plan and participate in the Nashville Neighborhood Traffic Management (“traffic calming”) program to alleviate traffic safety problems such as speeding on neighborhood streets and running stop signs. A number of specific improvements were suggested to respond to various traffic safety concerns throughout the community. These proposals should be evaluated and those deemed to be warranted should be provided. The proposals are as follows:

- Consider making 10th Ave. N one-way southbound between Clay St. and Buchanan St. (Jones/Buena Vista)

Action 8

Replace the green space lost to the schools constructed in Buena Vista Park (Jones/Buena Vista).

Action 9

Pave or upgrade substandard streets and alleys. Specific proposals made during the preparation of this plan include the following.

- Upgrade Owen St. if it is to remain a street between Clay and Buchanan St’s. (Jones/Buena Vista)

Action 10

Re: Schools undertake the following projects:

Add playroom to Jones Elementary CIB 98BE010 (Jones/Buena Vista)

Osage-North Fisk

Action 1

Inventory vacant, abandoned, and substandard buildings and determine an appropriate course of action for each building, with particular emphasis on those that are not secure, are dilapidated, and/or are structurally sound but are in need of substantial repair. Judiciously enforce building

Detailed Neighborhood Design Plan for Cumberland Gardens, Elizabeth Park, Jones/Buena Vista, and Osage/North Fisk

8. Actions (continued)

codes, drawing on public and private resources to provide assistance to those without adequate means to manage the social and economical impacts of such enforcement. Remedial action was suggested for several buildings, in particular, during the preparation of this plan, as follows:

- The building at 2407 Buchanan St. (Osage/North Fisk)
- Fire station on D.B. Todd Jr. Blvd. (Osage/North Fisk)

Action 2

Institute a comprehensive process for identifying and quickly initiating remedial action toward chronically unmaintained public and private property. For starters, the following specific locations noted during the preparation of this plan as needing improved maintenance and upkeep should be investigated and appropriate steps taken, as warranted, to ensure adequate ongoing maintenance.

- The Cheatham County railroad right-of-way (South Rhodes Park, TSU, Cumberland Gardens, Hadley Park, Osage/North Fisk, Hadley/Washington, Fisk/Meharry, and Watkins Park)
- The stream along Heiman St. (Osage/North Fisk)

Action 3

Investigate the potential problem of stream contamination from the industrial use at the west terminus of Osage St. (Osage/North Fisk).

Action HA10: Document the extent of the noise problem along the sections of Interstates 40 and 65 adjacent to areas designated “Neighborhood General” and “Neighborhood Urban” on the “structure plan” presented in Section 3.3.01 and initiate an effort to provide sound barriers as needed pursuant to the study (Osage/North Fisk).

Action OS1 and Action TR3: Conduct feasibility studies and, if feasible, prepare concept design plans for the following planned and proposed greenways.

- The concept greenway along the Cheatham County railroad (South Rhodes Park, TSU, Cumberland Gardens, Osage/North Fisk, Hadley Park, Hadley/Washington, Fisk/Meharry, and Watkins Park)

Action 4

Prepare master site plans for all of the existing parks [note: this effort should follow and be guided by the new plan now being prepared for the county-wide parks and recreation system] (Osage/North Fisk).

Action 5

Evaluate and determine the appropriate course of action for the following specific proposals made during the preparation of this plan aimed at improving the connectivity and convenience of the transportation system.

- Extend 23rd Ave. N. south of Heiman St. to Jefferson St. (Osage/North Fisk and Fisk/Meharry)

Action 6

Explore the feasibility and desirability of incorporating the Cheatham County railroad into the mass transit system for North Nashville as a trolley or other fixed-guideway route (Osage/North Fisk).

8. Actions (continued)

Action 7

Establish and apply general streetscape design guidelines that address the street, the parking area, the “parkway” between the curb and sidewalk, the sidewalk and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more important streets within the community and its neighborhoods that results in streets that are distinctly more attractive and appealing than the typical local streets. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows.

- Plant trees along the interstates (MetroCenter/North Rhodes Park, Salemtown, Jones/Buena Vista, Buena Vista, Elizabeth Park, Fisk Meharry, Osage/North Fisk, Hadley Park, Hadley/Washington, McKissack Park, College Heights/Clifton and Clifton Southwest)
- Beautify railroad overpass over Jefferson St. near 24th Ave. N. (Hadley Park, Hadley/Washington, Fisk/Meharry and Osage/North Fisk)

Action 8

Re: Storm Water Drainage investigate the drainage system in the following locations, determine whether there are deficiencies that need to be corrected, and take corrective action as deemed appropriate to remedy problems that are identified:

- along Heiman St. between D.B. Todd Jr. Blvd. and the Cheatham Co. railroad (Osage/North Fisk)
- in the vicinity of 21st Ave. N. and Osage Ave. (Osage/North Fisk).

Action 9

Enhance and improve lighting, especially in alleys. Work with Nashville Electric Service (NES) on providing alley lighting as a public service rather than an item for which the homeowner is charged extra. Several specific locations proposed for lighting or improved lighting during the preparation of this plan that should be evaluated and improved as needed included the following:

- The vicinity of 24th Ave. N. and Hammond St. (Osage/North Fisk)

Action 10

Investigate possible traffic hazards noted during preparation of this plan and participate in the Nashville Neighborhood Traffic Management (“traffic calming”) program to alleviate traffic safety problems such as speeding on neighborhood streets and running stop signs. A number of specific improvements were suggested to respond to various traffic safety concerns throughout the community. These proposals should be evaluated and those deemed to be warranted should be provided. The proposals are as follows:

- Investigate warrants for railroad signals and gates on Heiman St. (Hadley Park and Osage/North Fisk)

Action 11

Evaluate the following specific proposals for improving community and neighborhood safety made during the preparation of this plan and determine the appropriate course of action to respond to each suggestion.

- Greater police presence and random patrols in the vicinity of 21st Ave. N. and Osage Ave. (Osage/North Fisk)

8. Actions (continued)

Action 12

Construct new sidewalks and reconstruct dilapidated ones where they are needed throughout the community (these improvement needs should be identified as part of the sidewalk audit to be conducted during the latter part of 2001). Specific proposals made during the preparation of this plan include the following.

- Provide sidewalks along the segments of 23rd, 24th, and 26th Avenues N., Seifried St. and Buchanan St. between 18th and 28th Aves. N. (Cumberland Gardens and Osage/North Fisk)

Action 13

Re: Schools undertake the following projects:

Enlarge auditorium at Wharton Middle Magnet at 1625 D.B. Todd Jr. Blvd., CIB 97BE089 (Osage/North Fisk)